

The Sun.

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The Competition for Leadership in the Attack on the Courts.

Are there not already politicians enough on the stump against the Supreme Court of the United States? Is the pseudo-Republican voice of Senator LA FOLLETTE really needed in the campaign of denunciation that seems to be shaping itself now toward its logical conclusion, an open demand for the application of the immortal principle of the referendum to the decisions and decrees of our highest tribunal?

In this clear and vigorous opinion there were sharper passages, as where the Attorney-General told Mr. BRYAN that it was under the power conferred by Section 5298 of the Revised Statutes that the rebellion was suppressed, and that Mr. BRYAN's doctrine "that this law is unconstitutional is more dangerous than that of secession," because "the latter at least left the Government some power and authority in the territory of States which should choose to remain."

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There are already a great many models of monoplanes and biplanes; invention is very active in producing special motors and aeroplane parts, and schools for teaching aviation are numerous not only in Europe but in this country. Industrial publications devoted to aviation are multiplying, and in their columns may be found announcements of models of 1912 for sale, of aeroplane supplies, and such notices as the following: "Wanted Position as aviator by young man, 21 years old; good character, experience, etc." Engineering firms are going into the manufacture of the machines. Automatic control is already claimed, and silent or muffled motors are advertised by responsible makers.

The great success of the year has been the Nieuport monoplane, which attains high speed even with a low power engine and has an easy gliding movement. Unusual automatic stability is seen in the Etrich monoplane, an Austrian machine which can be started from the driver's seat without the aid of mechanics, and is also very fast. The stability is obtained by a peculiar curvature and angle of the wings as well as by the system of control. The Bréguet (French) is another swift machine, for which a large degree of stability is claimed. It is strongly made and a favorite with military aviators. In this, as in other late models, the engine and propeller are in front. The Short biplane is provided with two engines. Some of the war machines entered in the French trials were adapted to carrying five or six persons. The Blériot factory has turned out aluminium aeroplanes for touring. The walls of the enclosure, which has glass windows, are padded, and there is a speaking tube for communication with the driver. In the Antoinette war monoplane there is a transparent section below the seat of the aviator to facilitate reconnaissance. More and more the Continental monoplanes are approximating in design to the appearance of birds. In the United States, owing to the experiments of the WRIGHTS at Kitty Hawk, automatic stability is promised; and in this country the hydro-aeroplane, for use on water as well as in the air, is being brought to a high state of efficiency.

Many records have fallen during the year. When it began the maximum speed an hour of aeroplanes was 67.5 miles, it is now 82.5; duration in the air was 1 hour 12 minutes; it is now 1 hour 1 minute 20 seconds; the greatest altitude was 10,745 feet; it is now 13,850 feet; the greatest distance travelled without alighting was 365 miles; it is now 492. In the Michelin Cup contest, which allows landing to replenish fuel "under strict conditions," M. E. HELEN in a Nieuport monoplane flew 783 miles in 14 hours 7 minutes 50 seconds. SOMMER on October 16 carried six passengers from Reims to Mourmelon and back in his aeroplane, about thirty miles as the crow flies. In the French autumn manoeuvres twenty-nine aeroplanes were used, revolutionizing reconnaissance.

In the United States the most remarkable achievements in cross-country flying were those of Mr. HARRY ATWOOD, who travelled from St. Louis, by way of Chicago, to New York, and Mr. CALBRAITH P. RODGERS, who flew from the Atlantic to the Pacific in his own time. His last was undoubtedly a record of its kind. Of the circuit races of the

When Judson Harmon Taught Mr. Bryan Some Law.

Mr. BRYAN's hostility to Governor HARMON, of which there is a fresh outburst in the current *Commoner* more violent than usual, is personal rather than political and was engendered when Mr. HARMON, as Attorney-General of the United States, posted Mr. BRYAN as a demagogue or as a candidate for President woefully ignorant of the Constitution and the Federal statutes. The choice lay with Mr. BRYAN.

The platform upon which Mr. BRYAN was nominated for President in 1896 denounced "arbitrary interference by Federal authorities in local affairs as a violation of the Constitution of the United States and a crime against free institutions," the reference being to the use of troops by President CLEVELAND in the Chicago railroad strike of 1894, "upon the demand of the Post Office Department that obstruction of the mails should be removed," to quote from Mr. CLEVELAND's telegram to Governor ALTGELD on July 5. Mr. BRYAN in his letter of acceptance dealt with this feature of the platform and said:

"It will be noticed that, while the United States guarantees to every State a republican form of government and is empowered to protect each State against invasion, it is not authorized to interfere in the domestic affairs of any State except upon application of the Legislature of the State, or upon the application of the Executive when the Legislature cannot be convened."

Mr. BRYAN went on to say that this provision rested upon the sound theory that the people, through their representatives, were, because of their more intimate acquaintance with local conditions, better qualified than the President to judge of the necessity for Federal assistance. The application was plain to the whole country. Everybody knew that Mr. BRYAN was referring to the sending of troops to Chicago to clear a passage for the United States mails. In a public statement issued on September 11, in answer to many inquiries, Attorney-General HARMON said that

"this [Mr. BRYAN's view supporting Governor ALTGELD] in my judgment is a far more serious matter than the money question or any of the other questions now before the people, grave as they are." Mr. HARMON then pointed out that the President's right to intervene in the Chicago strike to make a passage for the United States mails did not rest upon any construction of Section 4, Article IV, of the Constitution, which Mr. BRYAN had in mind, but upon Section 5298 of the Revised Statutes, which authorized the President to employ the armed forces, upon his own judgment alone, against unlawful obstructions, combinations or assemblages of persons, "in whatever State or Territory thereof the laws of the United States may be forcibly opposed or the execution thereof obstructed." The Attorney-General called the young candidate's attention to the fact that the resolution adopted in the Senate on July 12, 1894, approving of Mr. CLEVELAND's course, was introduced by the Hon. JOHN W. DANIEL of Virginia, who was president of the convention which nominated Mr. BRYAN. After observing that what he had said was known to "all lawyers and students of the Constitution," Mr. HARMON concluded:

"It must be that Mr. BRYAN, amid the many demands upon his time and attention, has fallen into an inadvertence. I cannot believe that he really thinks the President has no power under the Constitution and laws to maintain the government entrusted to his charge. Nor can I believe that Mr. BRYAN means to promise, or to make or to permit others to think he has promised, not to interfere if he should be elected and the situation of the riots of 1894 should arise during his term."

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year the flight round Britain, 1,080 miles in 22 hours 28 minutes 19 seconds of actual flying, in which Lieutenant CONNEAU of the French navy won the honors, was the most remarkable. Late in the year Colonel BOUTTEAUX of the French army and M. SEE calculated, after going over available information, that the mortality rate in aviation was steadily on the decline.

Between January 1 and October 31 no less than 900 flights of more than an hour's duration were reported. In one of them M. SOMMER, who is given to testing the capacity of the aeroplane, carried seven passengers for an hour and a half.

By Tully Toward Homer and Virgil. Infrequently enough to spare the charm some discussion of questions of merely local value in up-State communities serves to call attention again to the genius of the ancient but not unlikeable poet—or were there many? who looking upon the solemn and heavy blank of the map of central New York applied to its relief all the resources of the classical dictionary. Such an occasion is supplied in the editorial comment of the *Syracuse Post-Standard* on the new State highway, which must descend by Cicero or Tully toward Homer, Virgil, and less significantly Cortland.

The contemporary and space devouring killers of men and beasts who drive the wild wagons of the rich will doubtless take no thought, as they devote their attention and their effort to the ceaseless rush from here to there, but if they permitted their fancy to travel at the legal rate of speed, what route in all the world could in so short a space supply so many names that might give pause even to a chauffeur?

A little question, that which the *Post-Standard* debates, the direction east by Tully or west by Cicero, since either route must pass within sight of Apulia, while Pompey, if not Pompey Centre, is within reach and Delphi Four Corners, west, the road must touch Homer. Past Cortland and Blodgett Mills, East Virgil can supply food, and Marathon is a full stop for milk trains and automobiles.

From Marathon, and even the Syracuseans may well stop here, can the return journey pass both by Cincinnati and Fabius Manlius and Mycenae, or better by a western trail that touches Marcellus and Camillus and turns neither to the left to Borodino nor to the right to Navarino, places whose names, by very modernism, condemn them out of hand.

Unquestionably there is a materialistic aspect to the question. Perhaps the grades at Virgil proper are insurmountable for automobile ascension. For all we know Marathon may sit upon an Acropolis Hill above the Troughnonga, and Fabius be separated by a whole Onondaga range of Apennines from Apulia, so near upon the deceptive map. But by the map, at least, the road by Cicero or Tully, by Pompey Centre, Virgil proper, or East Virgil, which descends on Homer and leads inevitably to Marathon, calls like the voice of an unforgotten schoolmaster and transforms the garish map of many colors into that dog's eared volume whose index contained all the names and whose contents, like its pages, vanished at the awful hour of recitation.

A Good Wish.

We hope that the Hon. OSCAR W. UNDERWOOD's illness may merely procure him, with as little pain as possible and no danger, the knowledge of how many friends his character and abilities have made for him.

The Railroad System of Toyland.

In all the toy resources of childhood, at least for a boy, there is nothing quite comparable with the train which decorates the Christmas tree or supplies the ultimate surprise of the first appropriate birthday. It is true that for the city born the toy train has only a limited possibility; its prodigies of speed upon the pavement are notable, but there is lacking that joy of the builder which the country boy claims as he constructs his winding track up the driveway and surmounts by curving grades the Himalayas that guard the barn door.

But not even childhood can quite exercise in restraint of trade and in defiance of interstate commerce commissions the complete monopoly of the toy railroads. Indeed, the electric railroad, and even the steam road of reduced size, track and equipment, have long been the favorite device for persistently youthful parents to conceal their proclivities under the pretext of "pleasing the boy."

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In an address before the American Breeders Association the Hon. WILLIAM M. HAYS, Assistant Secretary of Agriculture, spoke a thoughtful word. He wants an international census, a classification of all human beings, according to their aptitudes and "genetic efficiency," but the golden hope that leaps at us out of his plan is that everybody in the world shall be numbered and we infer tagged. Aside from the improvement of the human race by scientific marriage, this numbering of the world's population "would serve to join genealogies into one numerical system so that all relationships could be traced." The tracing of genealogies is one of the almost inevitable duties or pleasures of the prosperous American. Surely the Federal Government is still imperfectly organized. Shall there not be a Bureau of not a Department, of Genealogies at Washington? And a Genealogical Attaché should be added to each American Legation.

But the number alone the man, that is the heart of the Hawaiian plan. "Can there be any doubt that numbers will take the place of names? The Government grows more and more; the citizen less and less. Individually is moribund. Meddling mandarinism thrives like a green bay tree. A number with a Federal license, that is the manifest destiny of Americans of the regulated classes."

THE VALUE OF ITALY.

Another View of European Alliances and Their Possibilities.

To the Editor of THE SUN:—Sir, The article on the subject of the Triple Alliance, printed in THE SUN of Thursday last, interested and amused me. Italy has not for years been considered as of any value in aggressive warfare either to Germany or to France, and it is not surprising that the article should have been written.

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CRIPS OF OLD WORLD POLITICS.

The Home Rule War.

Much comment has been excited by the fact that Irish securities have been showing nervousness and depression on the Dublin Stock Exchange of late. Shares in Guinness's Brewery Corporation have been quite adversely affected, and Bank of Ireland stock, which for many years stood at 40s, dropped a week or so ago to 27s. The lowest point that this stock ever touched was 25s in 1886, during what is spoken of as the home rule scare. Some authorities pretend to attribute the present drop in prices to the prospect of the passage of a home rule bill next year, but the fact is worth noting that the selling movement came entirely from England, and the shares are being taken up at something like bargain prices by Irish investors.

In the meantime Mr. Bonar Law, the Unionist leader, goes storming around the country breathing fire and war. In a speech at Bristol about the middle of December he declared that the time has come when we must shrink from a strong action to destroy one of the most ignominious conspiracies which has ever been formed against the liberties of free born men.

The free born men in question were the Ulster Unionists. One wonders what would happen should a Nationalist use this sort of language.

The Unionists have apparently framed a constructive policy to take the place of home rule. It was outlined in part by Sir Edward Carson in a speech at a banquet given by the constitutional club in London. When they defeated home rule, he said, it would be the duty of the Unionists to the farmers of Ireland to restore and complete the purchase of the land. Political interference with agriculture, he said, should be stopped, local questions, such as the drainage of the Bann and the Barrow, which were of vital importance, would be attended to, grievances of the teachers would be remedied, and the land would be put above all, tariff reform, which was more important to Ireland than to any other part of the kingdom, would be brought about.

New Congo Scandals.

There is a new scandal over Congo abuses, this time in Belgium. A Socialist Deputy in the Parliament at Brussels recently made charges involving largely the Roman Catholic missionaries themselves, but also hitting at the officials serving under colonial governors.

At the time of the Congo Conference in 1886 (further back we shall firmly refuse to go), there is due a respect which will be paid, at least surreptitiously, by the gravest and most dignified of its ancient traffic managers.

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At the time of the Congo Conference in 1886 (further back we shall firmly refuse to go), there is due a respect which will be paid, at least surreptitiously, by the gravest and most dignified of its ancient traffic managers.

As I got to know him [Battle Boat] I found him as a rule, as he is now, strong. I mean, to his his, when I asked, last of it, The Hon. GILBERT PIERCE.

The I have it.

In an address before the American Breeders Association the Hon. WILLIAM M. HAYS, Assistant Secretary of Agriculture, spoke a thoughtful word. He wants an international census, a classification of all human beings, according to their aptitudes and "genetic efficiency," but the golden hope that leaps at us out of his plan is that everybody in the world shall be numbered and we infer tagged. Aside from the improvement of the human race by scientific marriage, this numbering of the world's population "would serve to join genealogies into one numerical system so that all relationships could be traced." The tracing of genealogies is one of the almost inevitable duties or pleasures of the prosperous American. Surely the Federal Government is still imperfectly organized. Shall there not be a Bureau of not a Department, of Genealogies at Washington? And a Genealogical Attaché should be added to each American Legation.

But the number alone the man, that is the heart of the Hawaiian plan. "Can there be any doubt that numbers will take the place of names? The Government grows more and more; the citizen less and less. Individually is moribund. Meddling mandarinism thrives like a green bay tree. A number with a Federal license, that is the manifest destiny of Americans of the regulated classes."

Italy has not for years been considered as of any value in aggressive warfare either to Germany or to France, and it is not surprising that the article should have been written. Italy has not for years been considered as of any value in aggressive warfare either to Germany or to France, and it is not surprising that the article should have been written.

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